

5 Mar 1975 Wed. Provo Herald

Wildwood Area Owners Praise Plan for Canyon

Property owners of the Wildwood area in Provo Canyon praised the Utah County Planning Commission for the job they had done in preparing the Provo Canyon Master Plan, and voiced no objections to it during a meeting with the commission Tuesday night.

The meeting with the property owners was one of several being held with owners in different areas of the canyon, prior to adoption of the plan.

Lawson Hamblin, one of the property owners in Wildwood, praised the commission for "the excellent job you have done, which showed that a tremendous amount of research has gone into it."

He declared that all should be interested in the plan, and pointed out it should spur the Wildwood owners into making a study and plan to improve "our own beautiful spot."

Planner Explains

An explanation of the plan was presented to the group by Buck Rose, planner, before the meeting was opened to comments. He pointed out that people most frequently ask what changes the plan would make in the canyon, and he answered "very little; in fact, the aim of the plan is to preserve the beauty that is there."

Craig Wayman, acting chairman of the planning commission, emphasized the growth that is anticipated in this valley, and declared that it is necessary to recognize the impact that added growth will have on the canyon and its recreation facilities.

contaminate the spring which provides culinary water for the 40 families who have cabins there. The water is stored in a tank and is chlorinated, however, he said.

Flooding Situation

Carl Johnson, county planning director, asked if they felt the stream water posed a problem of flooding during spring runoff or heavy rainstorms, and the property owners cited several cases where serious flooding has resulted.

Mr. Johnson then pointed out that approximately two-thirds of the building lots in the North Fork have not yet been developed, and as they are developed this will cause additional runoff problems.

Mr. Whiting expressed concern for the trees in the canyon, many of which are threatened with disease and destruction, and commission members pointed out the plan calls for establishment of a county parks department, with development of the canyon along the parks concept.

"This would be the responsibility of the parks department," Mr. Wayman said. Some discussion was devoted to the Provo Canyon highway,

with Mr. Rose pointing out that the planning commission has been unable to obtain detailed data from the State Highway Department on its plans for the canyon.

Dr. Merrill declared that any widening of the North Fork road to Sundance would have to be made on Wildwood property, since the resort company owns the hillside on the east side as well as the area where cabins are located.

Vandalism Noted

Dr. Wendell Vance, homeowner, emphasized the vandalism that is occurring in the canyon, and pointed out that the homeowners would welcome additional patrols and protection. He said the Wildwood caretaker makes regular rounds, and the homeowners have installed an automatic street lighting system and chainlink fencing to protect their property, but there is still a theft and vandalism problem.

Mr. Bird outlined the resort's fire fighting system, pointing out that there are fire boxes and hoses throughout the resort, with good water pressure. He also emphasized that Provo and Orem are quick to respond in case of an emergency.

pointed out that Utah

Golden Spike locomotives too costly?

Deseret News Washington Bureau

WASHINGTON — Inflation has pushed up the cost of building replicas of the Golden Spike locomotives so far that the National Park Service says now it needs more money to draw plans for the Jupiter and the No. 119 than both would have cost in 1965.

Prodded by the Brigham City and Ogden Chambers of Commerce, the Park Service would like to build working versions of the two engines which met to join the trans-continental rails more than a century ago.

The Utah Travel Council would like eventually to see both engines pulling excursion trains from Promontory to Ogden and Brigham City, with a stop for tourists at the Ogden Depot which would serve as a railroad museum.

To do that, the engines would have to be built from scratch as coal or wood burning locomotives — and even the railroads have lost the plans from which steam locomotives were built. Complete engineering designs would be required.

Running trains from the Golden Spike site would require rebuilding some of the track within the site and strengthening of at least two trestles along the route. If done, that cost would have to be borne by the communities or a concessionaire. The Park Service would have to spend about \$5.5 million on improvements on its portion of the route.

Since that kind of money is not likely to be available soon, the Park Service, Rep. Gunn McKay, D-Utah, and Sen. Frank E. Moss, D-Utah, will press now for funds to construct the engines, a visitor center to house them in — particularly during the winter — and some road and trail construction within the site.

Moss and McKay will introduce bills in the Senate and House to authorize building of the replicas, and spend \$2.5

million more on the visitors center, roads and trails.

The two lawmakers said it would be "an economic blow to northern Utah" to lose the tourist traffic which is now attracted to the Golden Spike National Historic Site by replica engines on loan. The replicas must be returned to Nevada in 1976, Moss said.